

# DRAFT NORTH SHORE COUNCIL OF MAYORS FFY 2014 ANNUAL REPORT

October 1, 2013 to September 30, 2014

## Executive Summary

### Introduction

The North Shore Council of Mayors is a cooperative body focused upon programming federal transportation funding for local road, transit and bicycle facility projects. The primary responsibility of the North Shore Council of Mayors is to program federal Surface Transportation Program (STP) funds. The North Shore Council is one of eleven suburban sub-regional councils in the Chicago metropolitan region that receives STP funding.

In FFY 2014, the North Shore Council received approximately \$3.8 million in STP funds. In FFY 2014, Mayor George Van Dusen of Skokie and President Sandra Frum of Northbrook served as the co-chairs of the North Shore Council and represented the council on the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee.

The North Shore Council of Mayors Technical Committee is the working body of the North Shore Council. Fred Schattner, Director of Engineering in the Village of Skokie, continued to serve as the chair of the committee in FFY 2014.

### Surface Transportation Program

The North Shore Council of Mayors

utilized \$4,125,243 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2014.

The North Shore Council entered FFY 2014 with a small positive balance. Because of this, coupled with the fact that the council spent less than its allocation, the council will enter FFY 2015 with a positive program balance.

The North Shore Council plans to obligate \$2.4 million in FFY 2015. Due to the low number of projects programmed for FFY 2015, advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee will not be required.

### Congestion Mitigation and Air Quality Improvement Program

In FFY 2014, the North Shore Council municipalities obligated \$2.4 million in CMAQ funding. North Shore Council communities have over \$3.1 million programmed in FFY 2015. An additional \$88 thousand is on the CMAQ deferred list.

### Illinois Transportation Enhancement Program (ITEP)

Nearly \$1.5 million was spent to provide transportation enhancement for the region. Over \$2.9 million in ITEP funds is programmed for FFY 2015.

### Looking to the Future

FFY 2015, The North Shore Council will continue to utilize Surface Transportation Program (STP) funding to complete important regional projects. The FFY 2015 program will be more modest than in years past in preparation for an aggressive FFY 2016.

The federal surface transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21) will expire in May of 2015. Congress will again have to address the long-range future of surface transportation funding.

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## Introduction

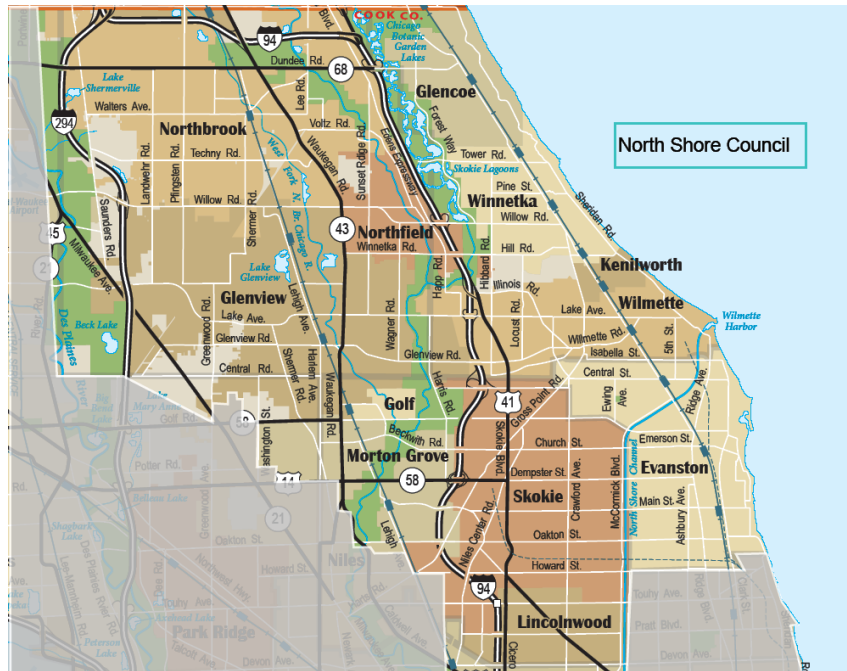
The North Shore Council of Mayors is a cooperative body focused upon programming federal transportation funding for local road, transit and bicycle facility projects. The North Shore Council consists of twelve member municipalities: Evanston, Glencoe, Glenview, Golf, Kenilworth, Lincolnwood, Morton Grove, Northbrook, Northfield, Skokie, Wilmette and Winnetka.

The primary responsibility of the North Shore Council of Mayors is to program federal Surface Transportation Program (STP) funds. The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on any federal-aid roadways, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

A portion of STP funding is designated for the Chicago metropolitan region. Once STP funding reaches the region, it is split between the suburban Councils of Mayors system (52.25%) and the City of Chicago (47.75%). The North Shore Council is one of eleven suburban subregional councils in the Chicago metropolitan region that receives STP funding.

Suburban Cook County accounts for six councils, and there is one council for each of the five collar counties. Each council is responsible for programming an annual allocation of STP funds. The suburban allocations are based on population within a council area.

The North Shore Council of Mayors



currently receives 5.71 percent of the suburban STP funding and 2.98 percent of the Chicago region’s STP funding. These percentages are based on the 2010 census and the funding agreement between the City of Chicago and the suburbs.

At the beginning of each FFY, the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee approves the STP funding allocations. In FFY 2014, the North Shore Council received nearly \$3.8 million in STP funds.

In FFY 2014, Mayor George Van Dusen of Skokie and President Sandra Frum of Northbrook served as the co-chairs for the North Shore Council and represented the council on the CMAP Council of Mayors Executive Committee.

The North Shore Council of Mayors Technical Committee is the working

body of the North Shore Council. Fred Schattner, Director of Engineering in the Village of Skokie, continued to serve as the chair of the committee in FFY 2014. Each North Shore Council municipality has a representative on the Technical Committee, and the committee typically meets quarterly. Recommendations from the Technical Committee are sent to the North Shore Council via the Northwest Municipal Conference’s monthly board meeting.

In this manner, the presidents/mayors of the North Shore Council remain the final step in the council approval process, while avoiding the need for additional meetings.

## **North Shore Surface Transportation Program (STP)**

The table below shows that the North Shore Council of Mayors utilized \$4,125,243 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2014. While the North Shore Council programmed over \$7 million in FFY 2014, a number of projects were delayed and

FFY 2015 with a positive program balance as well.

The chart and table on page 4 portray the spending patterns of the North Shore Council and the impact on the STP balance. The council has slowly worked towards a positive program balance and will maintain a

the North Shore Council plans to obligate \$2.3 million in FFY 2015. Due to this small program and the existing positive balance it is not anticipated that the Council will require advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors

<b>FFY 14 Projects</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>Total Cost</b>	<b>STP Funding</b>
West Lake Ave	Glenview	02-06-0026	CONST	\$ 3,147,057	\$ 2,202,937
Central and Pratt Intersection	Lincolnwood	02-12-0020	CONST	\$ 840,000	\$ 448,000
Happ Road	Northbrook	02-07-0011	CONST	\$ 363,765	\$ 254,636
Main Street	Skokie	02-12-0014	Resurfacing	\$ 570,000	\$ 399,000
Church/Crawford Intersection	Skokie	02-99-0103	CONST	\$ 1,266,804	\$ 820,670
<b>Total</b>				<b>\$ 6,187,626</b>	<b>\$ 4,125,243</b>

moved into FFY 2015 and 2016. This is not uncommon given the rigorous and timely Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) review process.

The North Shore Council entered FFY 2014 with a positive balance. Because the council spent less than its allocation, the council will enter

positive balance through the beginning of FFY 2016. However, the heavy program for that year will move the program back towards a negative program balance. The North Shore Council continues to find that aggressively pursuing advanced funding provides strong benefits in addressing critical infrastructure projects.

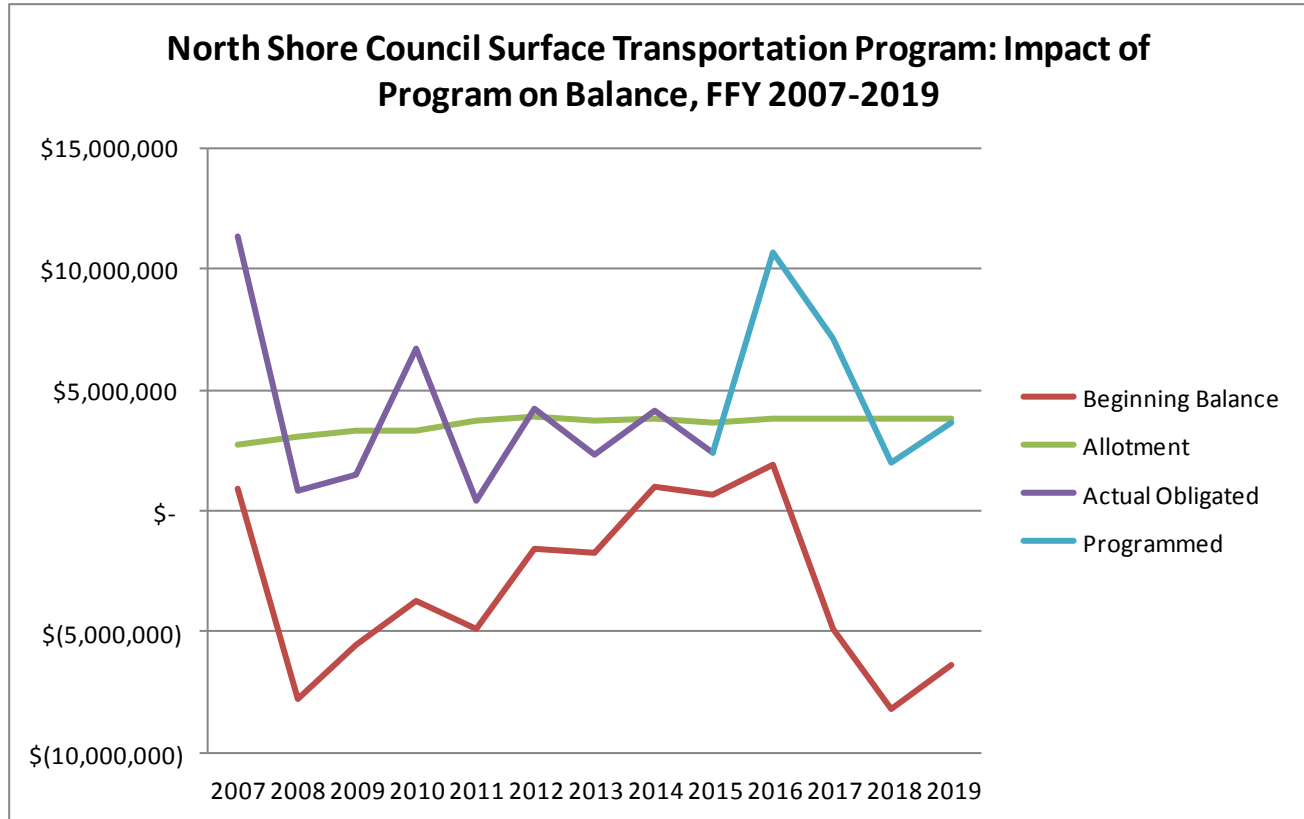
The table below demonstrates that

Executive Committee.

However, the Planning Liaison will need to pursue advanced funding when needed for projects programmed in FFY 2016. If the council is able to obligate funding for all programmed projects in FFY 2016, it is estimated that the Council will end that year with a negative balance of roughly \$4.9 million

<b>FFY 15 Projects</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>Total Cost</b>	<b>STP Funding</b>
Willow Rd	Winnetka	02-06-0021	ENG II	\$ 530,965	\$ 371,315
Emerson St Intersection	Evanston	02-06-0034	ENG II	\$ 81,955	\$ 57,368
Skokie/Hibbard Intersection	Wilmette	02-07-0013	ENG II	\$ 239,307	\$ 167,515
Skokie/Hibbard Intersection	Wilmette	02-07-0013	ROW	\$ 103,153	\$ 72,207
Green Bay Rd	Glencoe	02-07-0016	Resurfacing	\$ 1,207,388	\$ 845,172
Sheridan Rd Signal Interconnect	Evanston	02-08-0005	CONST	\$ 775,800	\$ 475,860
Glenview Rd	Glenview	02-12-0013	ENG II	\$ 286,618	\$ 200,633
Locust Rd	Wilmette	02-13-0003	ENG II	\$ 201,571	\$ 141,100
Kenilworth Ave	Kenilworth	02-13-0006	ENG II	\$ 47,741	\$ 33,418
<b>Total</b>				<b>\$ 3,474,498</b>	<b>\$ 2,364,588</b>

**North Shore Surface Transportation Program (STP)**



<b>North Shore Council of Mayors Future Program; FFY 2015-2019</b>				
<b>FFY</b>	<b>Beginning Balance</b>	<b>Allotment</b>	<b>Programmed</b>	<b>Ending Balance</b>
2015	\$ 642,085	\$ 3,663,864	\$ 2,364,588	\$ 1,941,361
2016	\$ 1,941,361	\$ 3,777,097	\$ 10,642,142	\$ (4,923,684)
2017	\$ (4,923,684)	\$ 3,777,097	\$ 7,084,852	\$ (8,231,439)
2018	\$ (8,231,439)	\$ 3,777,097	\$ 1,949,227	\$ (6,403,569)
2019	\$ (6,403,569)	\$ 3,777,097	\$ 3,615,815	\$ (6,242,287)

**Congestion Mitigation and Air Quality (CMAQ) Program**

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The CMAQ Program was created in 1991.

The Chicago region receives CMAQ funding because Northeastern Illinois is a moderate non-attainment area for the 8-hour ozone standard and a non-attainment area for the annual fine particulate matter standard (PM2.5).

In FFY 2014, the North Shore Council municipalities obligated \$2.4 million in CMAQ funding as outlined in the first table below.

North Shore Council communities anticipate obligating approximately \$3.1 million in FFY 20145 The FFY 2015 projects are outlined in the second table below.

As part of the CMAQ project management policies, project phases must be completed before accomplishment sunsets. If a project phase is not completed by the sunset date, CMAQ funding for subse-

quent phases will be deferred.

The Lincolnwood Union Pacific / Weber Spur Bike Trail right-of-way (ROW) acquisition was reinstated in early 2014 and construction scheduled for FFY 2015 after having been previously deferred.

The *Lincolnwood* Touhy Overpass project is currently deferred.

FFY 14 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Dempster St. Signal Interconnect	Evanston	ENG II	\$ 68,123	\$ 51,000	2015
UP Line / Weber Spur Bike Trail	Lincolnwood	ROW	\$ 2,000,000	\$ 1,600,000	2013
Old Orchard Rd. Sidepath	Skokie	ROW	\$ 66,000	\$ 33,000	2015
Skokie Valley Trail	Skokie	Const.	\$ 994,537	\$ 795,630	2014
Main St. Bike Lanes	Skokie	ENGII	\$ 40,000	\$ -	2016
<b>Total CMAQ Funding \$</b>					<b>2,479,630</b>

FFY 15 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Dempster St. Signal Interconnect	Evanston	CONST	\$ 921,800	\$ 716,800	2016
ComEd ROW / Skokie Valley Trail	Lincolnwood	CONST	\$ 1,010,000	\$ 808,000	2014
UP Line / Weber Spur Bike Trail	Lincolnwood	CONST	\$ 955,000	\$ 764,000	2016
Old Orchard Rd. Sidepath	Skokie	CONST	\$ 535,000	\$ 428,000	2016
Main St. Bike Lanes	Skokie	CONST	\$ 570,000	\$ 456,000	2017
<b>Total CMAQ Funding \$</b>					<b>3,172,800</b>

Deferred Project Phases	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Touhy Ave. Overpass	Lincolnwood	ENGII	\$ 110,000	\$ 88,000	2016
<b>Total CMAQ Funding \$</b>					<b>88,000</b>

**Illinois Transportation Enhancement Program (ITEP)**

With the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation authorization, several changes were required to be made to the Illinois Transportation Enhancement Program (ITEP). The Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives. ITEP now falls under the TAP category. The Illinois Department of Transportation (IDOT), which programs ITEP funding, has incorporated the updated requirements of MAP-21 into our ITEP program.

A significant change to the ITEP program includes the elimination of the following categories: Safety & Educational Activities for Pedestrians and Bicycles; Acquisition of Scenic Easements and Scenic or Historic Sites; Scenic or Historic Highway Programs (including visitor and welcome centers); Operation of Historic Transportation Facilities and the Establishment of Transportation Museums. Landscape and Scenic Beautification (Streetscape) projects will no longer be allowed as stand-alone projects, rather they must be a part of the construction of a fed-

eral-aid roadway project or in conjunction with a TAP funded project.

In FFY 2014, the North Shore Council municipalities and local governments obligated \$1,475,890 in ITEP funding as outlined in the first table below.

North Shore Council communities anticipate obligating approximately \$2.9 million in FFY 2015. The FFY 2015 projects are outlined in the second table below.

2014 Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding
Ladd Arboretum Multiuse Trail	Evanston	02-13-0005	ENG II	\$ 45,000	\$ 36,000
Ladd Arboretum Multiuse Trail	Evanston	02-13-0005	ENG II	\$ 65,000	\$ 52,000
Techny Trail Segment 4	Glenview	02-11-0009	Construction	\$ 515,000	\$ 412,000
West Lake Ave	Glenview	02-06-0026	Construction	\$ 1,219,863	\$ 975,890
<b>Total ITEP Funding</b>					<b>\$ 1,475,890</b>

2015 Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding
Ladd Arboretum Multiuse Trail	Evanston	02-13-0005	Construction	\$ 946,000	\$ 580,000
East Oakton Streetscape	Skokie	02-14-0007	Construction	\$ 2,588,054	\$ 1,742,060
Howard Street Path	Skokie	02-14-0009	Construction	\$ 788,500	\$ 630,800
Bikeway Plan Striping/Signing	Lincolnwood	02-11-0008	ENG II	\$ 16,200	\$ 12,960
<b>Total ITEP Funding</b>					<b>\$ 2,952,860</b>

## Looking to the Future

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The North Shore Council of Mayors enters FFY 2015 poised to address new transportation challenges.

FFY 2015 will be a relatively modest year for Surface Transportation Program (STP) spending in the North Shore Council. This does not mean, however that FFY 2015 will not have an impact on transportation in the North Shore region.

Evanston will begin improvements at the congested intersections of Emerson, Ridge and Green Bay roads and improve the signals along Sheridan Road. Wilmette will work to improve the intersections at Skokie Boulevard and Hibbard Road and Winnetka will be working towards intersection improvements along Willow Road.

Glencoe will be resurfacing Green Bay Road and Kenilworth will be improving Kenilworth Avenue. Glenview Road in Glenview and Locust Road in Wilmette will be getting road improvements featuring bicy-

cle improvements as well. Assuming these projects stay on schedule, the North Shore Council will obligate over \$2.3 million in FFY 2014.

FFY 2015 will be an exciting year for the North Shore Council's Congestion Mitigation and Air Quality (CMAQ) program. This year will see the construction of several notable and long-anticipated bicycle and pedestrian paths including the Skokie Valley Trail in northern Cook County.

The North Shore Council communities will continue to seek transportation funding from federal sources, such as STP, CMAQ and ITEP to accomplish projects.

FFY 2015 marks the final year of the Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation authorization, which was only a two-year authorization. The bill was funded through a stop-gap measure through May of 2015. Congress will again have to address

the long-range future of surface transportation funding.

The long-term federal funding outlook remains uncertain. Revenue from the federal gas tax, which has not been raised since 1993, cannot sustain current spending levels. Revenue enhancement continues to be a politically difficult subject but one that is critically important to the maintenance and improvement of the nation's transportation infrastructure.

Regardless of the federal outcome, the North Shore Council remains in a strong position to utilize federal funds coming to the Chicago region.

## Contact

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